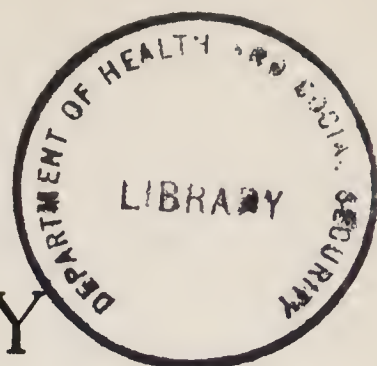


TYNE PORT
HEALTH AUTHORITY



ANNUAL REPORT

of the
PORT MEDICAL OFFICER

for the year

1971

T. C. FALCONER, M.B., Ch.B., M.F.C.M., D.P.H.


TYNE PORT HEALTH AUTHORITY

73rd
ANNUAL
REPORT
of the
PORT
MEDICAL OFFICER

1971

T. C. FALCONER, M.B., Ch.B., M.F.C.M., D.P.H.
PORT MEDICAL OFFICER.

SMITH BROTHERS (HEBBURN & JARROW) LIMITED
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1972



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TYNE PORT HEALTH AUTHORITY

CONSTITUTED BY LOCAL GOVERNMENT BOARD'S ORDER

DATED 29TH MARCH, 1897.

LIST OF MEMBERS AT 31ST DECEMBER, 1971.

ELECTED BY THE CORPORATION OF NEWCASTLE :

ALDERMAN DR. T. W. F. BROWN, C.B.E.

ALDERMAN N. COOPER-BAILEY.

COUNCILLOR MRS. P. COLLINS.

COUNCILLOR MRS. A. I. TELFORD.

COUNCILLOR T. W. YELLOWLEY. (Vice-Chairman).

COUNCILLOR MRS. A. A. DAVISON.

COUNCILLOR B. ABRAHAMS.

COUNCILLOR R. S. GRAY.

ELECTED BY THE CORPORATION OF GATESHEAD :

ALDERMAN B. N. YOUNG, O.B.E.

COUNCILLOR C. RYANS.

COUNCILLOR W. C. ATKINSON.

ELECTED BY THE CORPORATION OF SOUTH SHIELDS :

ALDERMAN G. M. MAGUIRE.

COUNCILLOR T. P. COLLINS. (Chairman).

ALDERMAN E. W. MACKLEY.

ELECTED BY THE CORPORATION OF TYNEMOUTH :

ALDERMAN MRS. A. SOUTHWORTH.

COUNCILLOR R. PENALUNA.

ELECTED BY THE CORPORATION OF WALLSEND :

ALDERMAN J. A. McFADYEN.

COUNCILLOR W. C. GLADSTONE.

ELECTED BY THE CORPORATION OF JARROW :

ALDERMAN MRS. V. HOPE.

ELECTED BY THE HEBBURN URBAN DISTRICT COUNCIL :

COUNCILLOR MRS. S. McINTYRE.

ELECTED BY THE BLAYDON URBAN DISTRICT COUNCIL :

COUNCILLOR W. GRANT.

ELECTED BY THE FELLING URBAN DISTRICT COUNCIL :

COUNCILLOR R. BUTTERWORTH.

ELECTED BY THE WHICKHAM URBAN DISTRICT COUNCIL :

COUNCILLOR F. C. ESHELBY.

ELECTED BY THE NEWBURN URBAN DISTRICT COUNCIL :

COUNCILLOR S. CHAPMAN.

C O N T E N T S

			Page
SECTION I	Staff		7
„ II	Amount of shipping entering the district during the year		8
„ III	Character of shipping and trade during the year ...		11
„ IV	Inland Barge traffic		13
„ V	Water supply		14
„ VI	Public Health (Ships) Regulations, 1970		17
„ VII	Smallpox		19
„ VIII	Venereal Disease		20
„ IX	Cases of notifiable and other infectious diseases on ships		21
„ X	Observations on the occurrence of malaria in ships		26
„ XI	Measures taken against ships infected with or suspected of plague		26
„ XII	Measures against rodents in ships from foreign ports		27
„ XIII	Inspection of ships for nuisances		30
„ XIV	Public Health (Shell Fish) Regulations, 1934 and 1948		33
„ XV	Medical Inspection of Aliens and Commonwealth Immigrants		33
„ XVI	Miscellaneous :—		
	(1) Burial of Persons Dying from Infectious Diseases		36
	(2) Food Inspection		36
	(3) Clean Air Act, 1956		44
	(4) Radioactive Material		45
	(5) Launches		45
	(6) Boundaries of Tyne Port Health Authority		45
	(7) Association of Sea and Airport Health Authorities		46
	(8) Dangerous Drugs		46
	(9) Merchant Navy Welfare Board		46
	(10) Education		47
	(11) Port Facilities		47
	(12) River Pollution		48
	(13) Medical Assistance and Treatment		49
	(14) Port Health Control—		
	General Working Arrangements		49

MILL DAM,
SOUTH SHIELDS.
MAY, 1972.

TO THE CHAIRMAN AND MEMBERS OF THE
TYNE PORT HEALTH AUTHORITY.

Mr. Chairman, Ladies and Gentlemen,

I have pleasure in presenting my Annual Report, as Port Medical Officer to the Tyne Port Health Authority, for the year ended 31st December, 1971.

This report has been prepared in accordance with the directions of the 1971 edition of Form Port 20 of the Department of Health and Social Security which states that "the information required by sections I, V, VI, VIII, XIV and XVI should be given for the year 1971, but thereafter need not be repeated every year. A summary of information should, however, be made every five years commencing with the year 1976. For intermediate years, only the changes which have occurred during the year covered by the report need be mentioned in those sections. If appropriate "No change" may be entered".

It is with the deepest regret that I refer to the death, on 8th May, 1972, of Mr. W. B. Weatherston who had been Chief Port Health Inspector since 1965 having joined the staff as an inspector in 1933. Mr. Weatherston was held in the highest esteem by all those with whom he came in contact during the course of almost forty years of service on the river. Another loss to the staff was occasioned by the death on 2nd October, 1971 of Mr. R. Humphrey, rodent searcher, who had been employed by the Authority since 1951.

The amount of shipping entering the river during the year was 3,033 vessels, excluding fishing vessels, with a net tonnage of almost 5 millions compared with 6 millions in 1970. This decrease was accounted for, by the continuing decline in the coastal coal trade. The number of ships arriving from foreign ports, with which the work of the Officers of the Authority is mainly concerned, showed only a marginal decrease compared with the previous year despite the considerable disruption caused by prolonged strikes by shipyard workers and dockers. These factors also had a bearing on the slight decrease in the total of imports and exports in general trade. The Danish roll-on, roll-off service goes from strength to strength; the increase in trade is such that the ships

involved are to be lengthened to increase capacity and there are tentative proposals to build an additional berth.

Encouraging trade developments include a long term contract to export coke to the value of £50 million to Sweden and the introduction of a new roll-on roll-off cargo service to Scandinavia. The Danish passenger service has been most successful and established a new record for both passengers and cars carried; the total passenger traffic, mostly Scandinavian, showed a substantial increase with 161,309 passengers carried.

Once again, I am pleased to express my most sincere appreciation of the valuable assistance received from H.M. Customs and H.M. Immigration Service. I am also grateful for the help given to myself and other members of the staff by the Port of Tyne Authority, the Harbour Master, the Port Operations and Information Service, the River Police, the Pilots, the Department of Trade and Industry, the Shipping Federation, shipowners, agents, masters, and many others.

In conclusion, I wish to record my appreciation of the support and encouragement I have received from the Chairman and Members of the Authority and I thank all members of staff for their assistance and loyal co-operation throughout the year.

T. C. FALCONER,
Port Medical Officer.

SECTION I—STAFF

TABLE A.

Name of Officer	Nature of Appointment.	Date of First Appointment	Qualifications	Any other appointments held
Dr. T. C. Falconer	Port Medical Officer	5th April, 1963 ...	M.B., Ch.B., M.F.C.M., D.P.H.	Medical Inspector of Aliens and Common- wealth Immigrants.
Dr. J. O'Leary	Deputy Port Medical Officer (part time)	1st July, 1965	M.B., B.Ch., B.A.O. ...	Deputy Medical Inspector of Aliens and Common- wealth Immigrants. General Practitioner. Private Legal Practice.
T. H. Ogle	Clerk to the Authority (part time)	1st October, 1963	L.L.B.	
<div>W. B. Weatherston (Deceased 8/5/72)</div>	Chief Port Health Inspector ...	6th Feb., 1933	Cert. R.S.I. & S.I.E.J.B. Cert. Meat and other Foods	
J. Cosgrove	Deputy Chief Port Health Inspector	1st Aug., 1962	Cert. of P.H.I. Examin- ing Board, Cert. of Meat and other Foods. Smoke Inspectors Cert....	Chief Port Health Inspector from 1/6/72.
W. O. A. Austin, M.B.E., S.B.St.J. Wardmaster, Lieut. Commander, R.N. (Rtd.)	Port Health Inspector	12th May, 1965 ...	Cert. R.S.I. & S.I.E.J.B.	
J. Anderson	Port Health Inspector	1st Aug., 1968 ...	Cert. of R.S. Associa- tion. (Sc.) Cert. of Meat and Other Foods	Deputy Chief Port Health Inspector from 1/6/72.
D. N. Wallace	Port Health Assistant	12th July, 1957 ...		
Mrs. V. Moat	Aliens' Inspection Assistant ...	27th Feb., 1964 ...		
A. Keedy	Clerk	24th July, 1967 ...	S.R.N.	
<div>R. Humphrey (Deceased 2/10/71)</div>	Rodent searcher	21st Dec. 1951 ...		
L. Humphrey	Rodent searcher	28th Sept. 1953 ...		
R. S. Burn	Senior Launch Coxswain	4th April, 1938 ...		
J. F. Colley	Launch Coxswain	20th Aug., 1968 ...		
J. W. West	Launch Hand	14th Oct., 1968 ...		
D. McM. Embleton	Launch Hand	13th Oct., 1969 ...		

PORT HEALTH OFFICE. Port Medical Officer and Chief Inspector—Mill Dam, South Shields.
Tel. South Shields 3419 & 5714. Telegraphic Address—"Porteith, South Shields".
Tel. North Shields 77379 & 78742.

Telephone Numbers of Residences—
Port Medical Officer—Whitley Bay 25020.
Chief Inspector—Low Fell 870171.
Deputy Chief Port Health Inspector—South Shields 3528.
Inspector—Boldon 3485.

SECTION II—AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR 1971.

TABLE B.

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having, or having had during the voyage, infec- tious disease on board
			by the Medical Officer of Health	by the Port Health Inspectors	
Foreign Ports	1,423	2,368,067	783	1,324	64
Coastwise	1,610	2,107,808	49	1,382	3
Total	3,033	4,475,875	832	2,706	67

The above figures do not include fishing vessels.

Total number of vessels visited by Inspectors :—

British vessels.

Steam	336	
Motor	1,169	
Fishing	186	
		1,691

Foreign vessels.

Steam	120	
Motor	1,081	
Fishing	239	
		1,440

Revisits	855	
		3,986

Shore visits made by inspectors :—

The majority of these visits were made in connection with food inspection and sampling, and the inspection of bacon at the refrigerated bacon bay. Other visits were made regarding the implementation of Food Hygiene Regulations, and the sampling of drinking water from shore hydrants and premises.

The total of visits made was 376.

The Nationalities of vessels inspected were as follows:—

British	1,505
Belgian	3
Brazilian	1
Chinese	1
Cyprian	1
Czechoslovakian	2
Danish	196
Dutch	110
Eireann	2
Finnish	22
French	4
German	244
Greek	14
Israeli	2
Italian	2
Liberian	32
Maltese	2
Norwegian	419
Panamanian	10
Polish	7
Portuguese	4
Spanish	1
Singapore	1
Swedish	97
Turkish	2
U.S.A.	7
U.S.S.R.	15
	<hr/>
	2,706
	<hr/>

Tonnage of vessels visited by Inspectors :—

Steam.		
British	595,037	
Foreign	408,902	
	<hr/>	1,003,939
Motor.		
British	1,905,656	
Foreign	1,566,280	
	<hr/>	3,471,936
		<hr/>
		4,475,875
Fishing.		
British	25,822	
Foreign	12,728	
	<hr/>	38,550
		<hr/>

The number of revisits made during the year were as follows :—

In connection with Rivercraft	124
In connection with the issuing of Deratting and Deratting Exemption Certificates	221
In connection with health	420
In connection with defects	90
	<hr/>
	855
	<hr/>

FISHING INDUSTRY

The nationality of fishing vessels visited during the year was :—

British	186
Danish	179
Dutch	12
French	5
German	12
Icelandic	1
Polish	7
Swedish	23
	<hr/>
	425
	<hr/>

The majority of these vessels discharged their cargoes at North Shields Fish Quay.

Six deep-sea stern trawlers, operated by local owners, regularly fish in the White Sea, Barents Sea, Bear Island and Newfoundland fishing grounds, and their frozen cargoes consisting of fish and fish meal are discharged into modern cold storage at Albert Edward Dock.

A further three vessels are now on order, and when they come into service in 1972, the fleet will be the largest of its kind in the United Kingdom.

Inspections are carried out on most fishing vessels, and deratting exemption certificates issued when required.

SECTION III—CHARACTER OF SHIPPING AND TRADE DURING THE YEAR.

TABLE C. PASSENGER TRAFFIC

		Passengers	
		Inwards	Outwards
1970	...	77,410	78,776
1971	...	79,707	81,600

The above figures show a further increase in the passenger traffic through the port. The bulk of the traffic continues to be with Norway; the Danish passenger service had a record year. All three services operate from Tyne Commission Quay, North Shields.

The Bergen Steamship Company operates services throughout the year by the s.s. "Leda" to Bergen, Stavanger and Haugesund. During the summer season, this service is augmented by the large modern sister ships m.s. "Jupiter" and m.s. "Venus" with stern loading for cars at a separate roll-on berth.

The Fred Olsen Company maintain passenger services throughout the year to Oslo and Kristiansand by the m.s. "Braemar" with increased sailings during Easter and summer seasons.

The summer passenger service to Esbjerg in Denmark was again operated by the m.s. "Prinsessen" with partial drive-on facilities, and during 1971 achieved another record with more than 30,000 passengers and more than 5,000 cars carried; a much larger roll-on vessel may be introduced within two years.

All the Scandinavian passenger traffic is handled at the large modern and well appointed terminal at Tyne Commission Quay with special facilities for the speedy clearance of cars.

TRADE.

I am indebted to the General Manager of the Port of Tyne Authority for supplying the following information regarding imports and exports during 1971.

The decline in the coal trade continued and this was aggravated by the Ford Motor Company strike which lost substantial shipments of coal from the river to the Company's foundry in Dagenham. Despite this, the amount of coal and coke shipped during the year was almost 3 million tons. An encouraging prospect is the recent signing of a £50 million contract by the National Coal Board to export coking coal to Sweden over the next ten years.

Imports of general cargo exceeded 3 million tons and exports, other than coal and coke were almost 300,000 tons. All the foregoing figures were adversely affected by prolonged strikes of dockers and shipyard workers during the year.

Reference has already been made elsewhere to the continuing expansion and success of the Danish roll-on roll-off service largely concerned with the importation of containerised bacon and butter in addition to other foodstuffs and general cargo. Future developments include increasing the carrying capacity of certain ships involved and the possibility of additional berthing facilities.

The prospects of increasing trade with Norway are also encouraging and a roll-on roll-off berth is under construction at Albert Edward Dock to handle a new purpose built ship for container traffic.

General Merchandise—Imports**Twelve Months ended 31st December**

	Tons
Meat and Meat Preparations	46,985
Dairy Products and Eggs	29,732
Wheat	180,037
Other Grain	30,311
Fruit and Vegetables	45,128
Provisions	56,226
Timber—Pitprops	27,122
Timber—Deals, Battens and Boards	134,687
Timber—Other Timber	4,586
Iron Ore	949,055
Other Ores	32,707
Crude Fertilisers and Minerals	34,848
Petroleum Spirit	342,762
Oil Fuel	762,659
Other Petroleum Products	66,980
Chemicals	65,230
Iron and Steel Manufactures	8,464
Paper and Wood Products	47,505
Sand and Gravel (Dredged)	247,352
Other Goods	58,218
Total	<u>3,170,594</u>

General Merchandise—Exports**Twelve Months ended 31st December**

	Tons
Foods, etc.	11,553
Zircon Sand	2,567
Oil Fuel	108,469
Petroleum Spirit	22,739
Pitch	10,467
Other Petroleum Products	2,223
Chemicals	27,184
Textiles	7,537
Non-Metallic Mineral Manufactures	7,513
Iron and Steel Manufactures	31,381
Non-Ferrous Metals	9,266
Machinery	23,302
Other Goods	17,041
Totals	<u>281,242</u>

Coal and Coke Shipments

Twelve Months ended 31st December

Coal :

Cargo—

Foreign	160,062
London	1,731,153
Coastwise	778,960
(excluding London)	

Total	2,670,175
-------------	-----------

Bunkers	1,469
---------------	-------

Total Coal	2,671,644
------------------	-----------

Coke :

Foreign	124,132
Coastwise	161

Total Coke	124,293
------------------	---------

Total Coal and Coke	2,795,937
---------------------------	-----------

Principal Ports from which ships arrive :—

Ships arrive in the River Tyne from ports throughout the world. In addition to vessels engaged in normal commercial trading, a large proportion of the ships entering the river are bound for the extensive and well equipped ship repair yards and dry docks.

SECTION IV—INLAND BARGE TRAFFIC.

There are no canals in the area and no barges operating in the port.

SECTION V—WATER SUPPLY.

1. Source of Supply for :—

(a) The District.

The water supply for the Port of Tyne is obtained from the following sources :—

The Newcastle and Gateshead Water Company.

Sunderland and South Shields Water Company.

Tynemouth Water Company.

(b) Shipping.

Vessels may obtain fresh water through hydrants from all these supplying companies ; also from seven waterboats which obtain their supply from the same companies.

A direct supply of fresh water is available from hydrants at the following quays, docks and staithes ; the numbers indicate the hydrants available.

Brigham and Cowan's Docks	38
Tyne Dock Engineering Co.	19
Harton Staithes	2
Middle Docks	28
Readhead's Docks	14
Tyne Dock	5
Iron Ore Quay	4
Sutherland Quay	5
Jarrow Oil Wharf	4
Mercantile Docks	28
Lennig's Wharf	3
Munck's Wharf	2
Jarrow Staithes	5
Palmer's Docks	34
Hawthorn Leslie's Docks	18
R. B. Harrison's Slipway	2
Fish Quay	17
Shields Engineering Company	5
Smith's Docks	36
Albert Edward Dock	7
Danish Terminal	1
Port of Tyne Authority Quay	5
Port of Tyne Authority's Staithes	2
Tanker Cleaning Quay	1
Esso Terminal	2
Metnor Quay	4
Port of Tyne Authority Yard	1
Tyne Plywood Quay	1
Clelands Shipyard	8
Wallsend Slipway	7
North Eastern Marine Company	3
Swan Hunter's Shipyard	2
Swan Hunter's Docks	18
Neptune Yard	16
Vicker's Naval Yard	10
Baltic Flour Mills	1

Dunston Staithes	11
Spiller's Flour Mills	3
Newcastle Quay	46
Anglo Great Lakes Corporation	1
Deniffs Ltd.	1
Velva Liquids Ltd.	1

2. Report of Tests for Contamination

During the year samples of drinking water were taken from sea-going ships, fishing vessels, tugs and various harbour craft; these were submitted to the Public Health Laboratory for bacteriological examination, the results of which were as follows:—

	Satisfactory	Unsatisfactory	Total
British vessels	102	5	107
Foreign vessels	3	2	5
Fishing vessels	25	3	28
River craft	66	4	70
Shore hydrants	6	2	8
Shore premises	4	—	4
	<hr/> 206 <hr/>	<hr/> 16 <hr/>	<hr/> 222 <hr/>

2 samples were also submitted to the Public Analyst for chemical analysis.

On receiving a complaint regarding the taste of drinking water on a British vessel, a sample was taken and sent to the Public Analyst who found the water to be slightly salty; appropriate action was taken to cleanse the fresh water tanks and system.

As the result of a complaint received from a coasting vessel, samples of drinking water were taken and submitted for both chemical and bacteriological examinations, the results of which showed the water to be perfectly satisfactory.

Information was received from Yarmouth Port Health Authority that an oil rig tender was to dry dock in the Tyne, and that it had been found, by sampling, that the drinking water was contaminated, both chemically and bacteriologically. On arrival of the tender in the Tyne, action was taken resulting in the tanks being cleansed, recoated and superchlorinated, and filled with water chlorinated at 1 p.p.m. The vessel left before sampling of this supply could be carried out, and Yarmouth Port Health Authority were notified of the circumstances in order that they could sample on the arrival of the tender at Yarmouth.

A request was received for assistance in the carrying out of conversion of an oil rig tender's tanks for the carrying of drinking water to oil rigs. Advice was given, and the conversion work and subsequent superchlorination was supervised by the Authority's staff; the results of samples taken showed the water taken on board for the oil rigs to be of a good standard.

3. Precautions taken against Contamination of Hydrants and Hosepipes.

Before commencing service to a vessel, hydrants and hoses are flushed by a continuous flow. Couplings and hoses are housed in covered stands and protected from weather and river spray.

4. Number and Sanitary Condition of Water Boats, and Powers of Control by the Authority

The following seven water boats are available for the supply of drinking water to shipping using the Tyne Ports :—

Name of Water Boat				Name of Owner
"Crystal Stream"	...	...	...	Messrs. A. Gibson.
"Harcuss"	...	...	...	Messrs. A. Gibson.
"Shearwater"	...	...	...	Messrs. A. Gibson.
"Britannia G"	...	...	...	Messrs. A. Gibson.
"Daphne H"	...	...	...	Messrs. A. Gibson.
"Limnell"	...	...	...	Messrs. Keedy.
"Drake"	...	...	...	Messrs. Keedy.

Water chlorinated at 1 part per million is supplied by these water boats to a large proportion of the shipping in the Tyne, particularly to vessels lying at buoys and in parts of the river not readily accessible to shore hydrants. In view of the large amount of water supplied by these craft, constant supervision is exercised to ensure that hygienic practices are being observed and to take samples.

During the year 78 visits were made for all purposes, including sampling, the results of which were as follows :—

Satisfactory	Unsatisfactory	Total
46	4	50

The 4 unsatisfactory samples, representing 8% of all samples taken, were obtained on 4 different occasions, and in no case was there evidence of serious contamination.

Every effort is made to instil the ideals of hygiene into the crews and owners of the water-boats, and as soon as any unsatisfactory bacteriological result is received, the offending craft is taken out of commission at once, the tanks cleansed and superchlorinated; it is not allowed into commission again until satisfactory sampling results are obtained.

SECTION VI—PUBLIC HEALTH (SHIPS) REGULATIONS 1970.

The above regulations came into force on 1st January, 1971.

1. **List of Infected Areas** (Regulation 6)

Regulation 6 requires that the Medical Officer of Health shall, from time to time, prepare and keep up to date a list of ports and other areas which are infected or believed to be infected with a disease subject to the International Health Regulations or which may serve other places or areas so infected or believed to be so infected.

The "infected list" is compiled from the Weekly Record issued by the World Health Organisation and copies are issued regularly to the Superintendent, Waterguard, H.M. Customs and the Master of the Tyne Pilotage Authority who may also be advised by telephone of any urgent amendments.

The most important of these diseases is smallpox and particular attention is paid to all vessels which have called at ports in smallpox endemic areas even if such ports have not been declared infected.

2. **Radio Messages** [Regulations 13 and 14 (1) (a) and (2)]

(a) Arrangements for sending permission by radio for ships to enter the district (Regulation 13).

In accordance with Regulation 12, the Port of Tyne has been declared a radio transmitting port and ships may be contacted through Tyne Harbour Radio or Cullercoats Radio situated immediately north of the entrance to the river.

In the event of health information being required or hospital admission arranged, a ship may be contacted direct by radio telephone; most vessels proceed to their berth without such contact being required.

(b) Arrangements for receiving messages by radio from ships and for acting thereon [Regulations 14 (1) (a) and (2)].

In accordance with Regulation 12, the Port of Tyne has also been declared a radio receiving port and messages may be received through the above mentioned radio stations or via a shipping agent. Such messages may be transmitted to the Authority's two launches which are equipped with VHF radio-telephone and the Port Medical Officer and inspectorial staff may be contacted at home by telephone.

3. **Notification Otherwise than by Radio** [Regulation 14 (1) (b)]

Arrangements for receiving notification otherwise than by radio and for acting thereon.

Virtually all vessels are now equipped with radio and it is usual for important information regarding the state of health on board to be received in advance either directly or through a shipping agent as described above. Occasionally, where no such advance notice has been given, reports are received from the pilots or customs officers.

The regular Norwegian and Danish passenger ships do not carry a doctor and it is quite common for cases of sickness to come to light after the vessels have berthed. However, all such cases are boarded on arrival by the Port Medical Officer, who can take immediate action as required.

Instructions regarding visual signals are included in the "Instructions to Masters" printed on the back of the Maritime Declaration of Health; these are rigidly enforced and almost invariably properly complied with.

4. **Mooring stations** (Regulations 22 to 30)

Regulation 22 (1). On the arrival of an infected ship or suspected ship, or any other ship on which there has been during its current voyage and within the last four weeks before arrival a case of disease subject to the International Health Regulations in respect of which the ship has not outside the United Kingdom been subjected to appropriate measures equivalent to those provided for in these regulations, the master shall take it to a mooring station unless an authorised officer other wise allows or directs.

(2) When the medical officer has reason to believe that a ship on arrival may be one to which paragraph (1) of this regulation applies, he may direct the master to take it to a mooring station or to such other place as he considers desirable.

As stated in my previous quinquennial report for the year 1970, it is no longer practicable to maintain a separate mooring station capable of accommodating the very large vessels now using the port and, by agreement with H.M. Customs and with the Port of Tyne Authority, the Harbour Master, in consultation with the Port Medical Officer, will ensure that a suitable tier of buoys, or dolphins, be made immediately and exclusively available, when required, for the purpose of placing a ship in detention, such place of mooring to be regarded as a "mooring station" for the purpose of the above regulation.

5. Arrangements for:—

(a) **Hospital Accommodation for Infectious Diseases**

(other than Smallpox—see section VII).

Cases of infectious disease are admitted to the Queen Elizabeth Hospital, Gateshead.

(b) **Surveillance and Follow-up of Contacts**

Cases, infected cases and contacts of infectious diseases remaining on board are visited daily during the appropriate surveillance period.

Contacts, before disembarking, may be required to complete a surveillance card by inserting the address to which they are proceeding in order that the Medical Officer of Health of the district of destination may be advised. The portion of the surveillance card retained by the contact contains appropriate instructions and also a prepaid postcard to advise the Port Medical Officer of any change of address during the period of surveillance.

(c) **Cleansing and Disinfection of Ships, Persons, Clothing and other articles**

Disinfection of ship board accommodation is carried out under the supervision of a Port Health Inspector. The work may be carried out by the staff of the Authority or by a private firm approved by the authority. Cleansing of persons and disinfection of clothing, bedding and other articles is carried out with the co-operation of the Riparian Authorities.

SECTION VII—SMALLPOX.

(1) Name of Isolation Hospital to which smallpox cases are sent from the district.

The Newcastle Regional Hospitals Board has designated Langley Park Isolation Hospital, Co. Durham.

(2) Arrangements for transport of such cases to that hospital by ambulance, giving the name of the authority responsible for the ambulance and the vaccinal state of the ambulance crews.

Durham County Ambulance Service (Telephone Durham 4488) is responsible for the transport of all such cases in the Newcastle region and the vaccinal state of the ambulance crews is the responsibility of the County Medical Officer.

(3) Smallpox Consultants available:—

Name	Address	Hospital, Office or Surgery Telephone No.	Home Telephone No.
Dr. J. Grant	15 Oakwood Avenue, Gateshead, 9.		0632-875035
Dr. J. R. Lauckner	'Conamore', Whickham Park, Whickham, Newcastle upon Tyne and Newcastle General Hospital, Westgate Road.	0632-38811 or 0632-36206	0632-887037
Dr. W. Minns	County of Northumber- land Health Depart- ment, Arden House, Regent Centre, Gosforth, Newcastle upon Tyne.	0632-859011	0434-81317

(4) Facilities for laboratory diagnosis of smallpox.

These include electron microscopy which ensures rapid and accurate diagnosis.

Specimens are sent to the

Public Health Laboratory,

General Hospital,

Westgate Road,

Newcastle upon Tyne, 4. Tel 38811.

Particular attention is paid to the vaccination state of all crews of ships arriving from smallpox endemic areas and, where necessary, arrangements are made to perform vaccinations, or on occasion, to inform the next port of call.

SECTION VIII—VENEREAL DISEASES.

Information as to the location, days and hours of the available facilities for the diagnosis and treatment of venereal disease among merchant seamen and the steps taken to make these facilities known to seamen.

Facilities for the diagnosis and treatment of venereal disease are available at the following centres shown below. Although venereal disease is not compulsorily notifiable, all seamen thought to be infected are advised regarding the importance of early treatment and are told where and when this may most readily be obtained.

Newcastle upon Tyne—General Hospital, Ward 34

Telephone : Newcastle 33320.

Monday to Saturday, 10.00 a.m.—11.30 a.m.

Monday and Thursday, 2.00 p.m.—6.00 p.m.

Wednesday—2.00 p.m.—4.00 p.m.

North Shields—

Preston Hospital, Ward 25

Telephone : North Shields 74101 (Ext. 258)

Tuesday and Friday, 2.30 p.m.—5.00 p.m.

South Shields—

Diagnostic Centre, General Hospital.

Telephone : South Shields 62649.

Wednesday, 9.30 a.m.—12.30 p.m.

Friday, 10.00 a.m.—12.30 p.m.

Monday and Thursday, 5.00 p.m.—6.30 p.m.

For the following particulars of attendances of merchant seamen at the above clinics, I am indebted to Dr. A. S. Wigfield, Consultant Venereologist at Newcastle and North Shields and Dr. B. Levy, Consultant Venereologist, South Shields.

	Newcastle	North Shields	South Shields
Syphilis	—	—	6
Chancroid	—	—	—
Gonorrhœa	45	15	33
Non-gonococcal Urethritis	54	10	33
Non-venereal treated	44	7	117
Non-venereal	83	15	—

The above figures indicate the number of merchant seamen who were under treatment locally during the year; they reflect the current world-wide pattern of the high incidence of gonorrhœa and non-gonococcal urethritis and the relatively low incidence of syphilis. Gonorrhœa is now one of the commonest infectious diseases, one of the important contributory factors being the difficulty of control and detection of infection in symptomless women.

SECTION IX—CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS.

TABLE D.

Category.	Disease.	Number of cases during the year.		Number of ships concerned
		Passengers.	Crew.	
Cases landed from ships from foreign ports.	Miscellaneous	1	...	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Infective Hepatitis	...	9	2
Cases landed from other ships	Infective Hepatitis	...	1	1
	Chickenpox	...	2	1
	Influenza	...	1	1

The following categories are in addition to the cases shown above:—

Cases which have occurred on ships from foreign ports, diagnosed, and treated on board after arrival.	Miscellaneous	6	42	37
	Influenza	2	3	3
	Tinea Pedis	...	2	2
	Chickenpox	...	2	2
	Scabies	...	1	1
	Croup	1	...	1
	Oxyuris	...	1	1
	Vermicularis	...	1	1
	Gastro-Enteritis	2	5	3
	Pneumonia	...	1	1
Cases on coastwise ships remaining on board or disposed of before arrival.	Miscellaneous	...	6	6
	Tinea Pedis	...	1	1
	Infective Hepatitis	...	3	1
	Pulmonary Tuberculosis	...	1	1
	Influenza	...	1	1

PULMONARY TUBERCULOSIS

On arrival of the British Cable Ship m.v. "Alert" from London on 2nd November, it was reported that a member of the crew had been admitted to hospital at Greenwich where a diagnosis of Pulmonary Tuberculosis was established. The patient was the sole occupant of a two berth cabin, and terminal disinfection was carried out. With the co-operation of the ship's medical officer, all the available crew underwent chest x-ray at the Diagnostic Centre, General Hospital, South Shields and the results all proved satisfactory. In addition, those members of the crew on leave were required to produce documentary evidence of a normal chest x-ray.

INFECTIVE HEPATITIS

This notifiable infectious disease, although of low infectivity, has a long incubation period, usually of several weeks, and it is not unusual for a case, occurring on board ship, to be the cause of subsequent sporadic cases arising over a period of several months. After the initial case, it is essential that there should be strict surveillance. The illness is usually of low grade causing general malaise during a period of several weeks, but on occasion, it may be severe and even fatal.

On 3rd March, m.v. "King Charles" arrived from Dundee where two members of the Indian crew had been admitted to hospital on 17th and 22nd February and a diagnosis of infective hepatitis confirmed. The following day, another member of the Indian crew was also found to be suffering from infective hepatitis; he was admitted to Queen Elizabeth Hospital, Gateshead where the diagnosis was confirmed. During subsequent surveillance, no further cases occurred.

On arrival of the Swedish vessel m.v. "Bohus" from Bremen on 19th May, it was reported that no less than eight members of the crew had been discharged to hospital in Bremen suffering from Infective Hepatitis. The vessel had been thoroughly disinfected by the port health authority at Bremen and the remaining members of the crew had received a prophylactic injection of immune serum globulin. No further cases occurred during surveillance while the vessel was in port nor during three subsequent visits.

SCABIES

This infectious disease is usually associated with very low standards of personal cleanliness and hygiene; although the general incidence is low, it is increasingly found to occur in cases where the patient's body and clothing are perfectly clean and such cases have been seen on board during the year. The infection is caused by a small mite penetrating the skin and causing intense irritation, especially at night; penetration is visible as papules or vesicles containing the males, and as small linear burrows containing the females and their eggs. Infection is by direct contact or from soiled clothing and is frequently of venereal origin.

CHICKENPOX

A case of chickenpox occurred in a member of the crew of the Norwegian ore-carrier m.s. "Avafors" on arrival at the ore quay from Narvik on February 25th. The patient had been in contact with another case two weeks previously in Stockholm; he remained confined to his

cabin under treatment and advice was given regarding isolation and disinfection.

On 28th July another case of Chickenpox occurred on the British vessel m.v. "City of Port Elizabeth" which had been lying for some time at Newcastle Quay. The patient, an Asiatic seaman, was isolated in the ship's hospital and no further cases occurred on board despite the fact that there were several young children living on the ship.

Every case of chickenpox, because of its similarity to smallpox, is most carefully examined and the diagnosis established beyond any doubt. If the patient happens to be Asiatic the possibility of smallpox is more probable; on the other hand, chickenpox is not endemic throughout Asia and thus adult cases, sometimes severe, are more commonly seen than in Europe where the disease is essentially one of children and almost invariably very mild.

On the arrival of the Royal Naval vessel H.M.S. "Gurkha" at Newcastle Quay on 24th March, it was reported that two members of the ship's company were suffering from chickenpox. In western Europe, this disease is essentially a mild and highly infectious disease of children and only rarely occurs in adults. Because of its clinical similarity to smallpox, it is essential that the diagnosis of chickenpox in an adult must be confirmed only after careful and thorough examination. This was carried out by the Port Medical Officer and was able to establish the diagnosis without any doubt. Both patients were admitted to Queen Elizabeth Hospital, Gateshead. Both had recently been vaccinated against smallpox and neither the patients, nor the ship, had recently been in a smallpox endemic area and hence the likelihood of a smallpox infection was remote. Even so, in such circumstances, great care in arriving at a diagnosis is essential.

FOOD POISONING

All enteric infections, including food poisoning, present a potentially serious hazard to the closed community of a ship's company sharing food, water and, to some extent, accommodation. On arrival of m.s. "Chesterbrook" from Amsterdam in 10th March, five members of the crew developed vomiting, diarrhoea and abdominal pain. It was discovered that all those affected had recently eaten hamburgers and it was suspected that this food had been responsible for this typical outbreak. Hygiene on board was of a high standard, and, as the remains of the meal had been disposed of, it was not possible to carry out further investigations.

MISCELLANEOUS

During the year, a considerable number of suspected cases of infectious diseases were investigated; of these, only a small proportion proved to be of significance. However, it always impressed upon the masters and senior officers of all vessels that it is of the utmost importance that all cases, where infectious disease is even remotely suspected, should be fully investigated. Not only is this in the interest of the patient but also in the interest of the full complement and owners of the ship. The neglect of infectious disease within the relative confines of a closed community on board ship, may result in a rapid spread of infection, with damage to health and possible delay and thus additional costs to the vessels and their owners. The majority of the diseases classified as "Miscellaneous" in Table D consisted of respiratory infections.

The following incidents, although not concerned with infectious disease, indicate some of the unexpected situations with which the Port Medical Officer may have to deal.

(a) **Shipwrecked Survivors**

At 23.00 hours on the night 20th December, the Port Medical Officer boarded the Hull trawler "Arctic Ranger" on arrival at North Shields from the Northern fishing grounds. At 07.00 hours on the same morning the crew of this trawler rescued the crew of a small Norwegian cargo ship m.v. "Viking Anton" which had foundered and sunk about 100 miles east of Aberdeen after developing a severe list in very heavy seas, homeward bound to Norway from the Humber. The Norwegian crew had been adrift in a life-raft for a few hours prior to rescue and were suffering from exposure. Two exceptionally brave members of the Hull trawler crew jumped into the raging seas and, with no regard for their own safety, helped in transferring the survivors from the life-raft to their own ship. Unfortunately, the master and the ship's cook, a boy of only sixteen years, collapsed and died during the rescue operation despite resuscitative measures. On arrival at North Shields, the five survivors were found to have made a good recovery and were in sound physical condition. It was unnecessary to admit them to hospital, which had been tentatively arranged, and they spent the night at the Royal National Mission to Deep Sea Fishermen, North Shields before flying home on the following day.

The bodies of the two deceased were examined and a statement, confirmed in writing the following day, made to the Coroner's Officer. The River Police and the Norwegian Consul and Vice-Consul were also in attendance.

(b) **Accidental Death**

The Grimsby fishing vessel "Andelos" arrived in the Tyne from the fishing grounds on 15th January. A member of the crew, who had been ashore, was found dead in the wheelhouse the following morning. Following a post mortem examination and inquest it was established that death had been caused by accidental poisoning by carbon-monoxide from an ill-ventilated heater in the wheelhouse.

(c) **Death at Sea**

On arrival of the Norwegian vessel m.s. "Braemar" from Oslo on 21st May, it was reported that a British passenger, returning from a round trip, had committed suicide by jumping over board. The vessel stopped and an extensive search was carried out under perfect weather conditions, but the body was not recovered. A female member of the crew, who had been a friend of the deceased, had to be treated for hysteria and depression.

(d) **Asphyxia**

The new British vessel m.v. "John Lyras" was built in Sunderland and after running trials, was about to enter the Tyne on 25th June for dry-docking when the engines broke down following a fire. Both anchors were dropped and the ship was in serious danger of hitting the north pier, but prompt action by seven tugs saved the situation and the ship was brought under control and slowly entered the river. In the meantime,

an urgent request for medical assistance was received from Tyne Harbour Radio and the Port Medical Officer and Deputy Chief Inspector went out by launch and, after some initial difficulties caused by the shortage of the rope ladder, were able to board the vessel by climbing up from one of the tugs, pushing obliquely on the starboard side. On boarding, it was discovered that there had been a fire in the main electrical switchboard which not only caused engine failure, but also resulted in several fitters and electricians being affected by acrid fumes. Only one man was seriously overcome but, with treatment, his condition improved and, when the ship berthed, he was transferred to hospital for observation.

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS.

Vessels arriving from Infected Ports were boarded by the Port Medical Officer and Inspectors of the Authority as under:—

Name of Port.		Direct to the Tyne.	To the Tyne Indirect.
Chalna	†	...	1
Freetown	†	...	1
Karachi	*	...	1
Monrovia	†	4	1
*Smallpox †Cholera	Total ...	4	4

During the year a considerable number of coloured crews (mostly Indian, Pakistani and Chinese) arrived by air for the purpose of manning new ships, or, crew changes. Their point of departure was generally and "infected" area, viz., Karachi, Bombay, Calcutta, or Hong Kong, and they sometimes arrived on board their vessels in the river within 48 hours of leaving these areas. Notice was received from the Medical Officer, London Airport, of such arrivals and surveillance was maintained during their sojourn in the port.

PLAGUE, CHOLERA, YELLOW FEVER, SMALLPOX.

No cases of the above diseases subject to the International Health Regulations occurred in the Port during 1971.

SECTION X—OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS.

In previous annual reports I have made reference to cases of acute malaria which have been seen on arrival or may have previously been dealt with. Although no cases occurred in the port during 1971 it cannot be too strongly emphasised that the possibility of such infections must always be borne in mind especially in those returning from malaria endemic areas who appear to be suffering from an otherwise unexplained febrile illness, possibly accompanied by signs of meningitis; such cases may prove to be severe or even fatal. Despite the considerable extent and success of the eradication programme of the World Health Organisation, continued vigilance is essential and there are still vast areas of the world where prophylaxis continues to be essential.

SECTION XI—MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED OF PLAGUE.

During the recent revision of the International Health Regulations which included a review of what used to be known as the “quarantinable diseases”, Plague was considered still to be of sufficient importance to be retained as one of the “diseases subject to the International Health Regulations.” It is interesting to recall that the solution of the problem of preventing the spread of plague from those afloat to those ashore was first attempted in the Middle Ages and proved to be the forerunner of quarantine procedures. The importance of plague and, in particular the danger of its spread by rats, is still recognised and Section XII of this report deals with measures taken in connection with the issue of Deratting and Deratting Exemption Certificates for ships.

During the year there were no cases nor suspected cases of plague in ships arriving in the River Tyne.

SECTION XII—MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

1. Should there be any report of rodent life on a ship, steps are taken to carry out an examination in which note is taken of runs, gnawings, old and recent excreta, together with the existence of temporary and permanent harbourage and its treatment.

On the result of this examination the appropriate treatment is decided, which may be poisoning, trapping or fumigation, the latter being carried out when the ship is empty.

2. All rats recovered are examined for type, presence of swollen glands and undue emaciation, before destruction by incineration. Any abnormal rats are further examined, and if necessary, are subjected to bacteriological examination.

3. The deratting of ships is carried out by private contract between the agent and fumigating firms on the approved list of the Authority.

These firms are :—

Messrs. Contra Pest Services Ltd.

Messrs. Joseph Currie and Sons.

(Trapping and Poisoning only)

Messrs. Rentokil Laboratories Ltd.

The marine rat population has shown a steady decrease for many years, and on the occasions when evidence of rats or mice is found, the numbers are usually so small as to make the cost of fumigation, in both time and money, out of proportion to the result achieved. A system of prebaiting and/or trapping is now therefore quite common, being carried out by the above approved firms with results which are completely satisfactory to this authority and the shipowners concerned.

TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Category	Numbers
Black rats	22
Brown rats	—
Mice	98
Rats sent for examination	—
Rats infected with plague	—

TABLE F.

**Deratting Certificates and Deratting Exemption Certificates
issued during the year.**

Number of Deratting Certificates Issued					Number of Deratting Exemption Certificates Issued.	Total Certificates Issued.
After fumigation with.		After trapping.	After poisoning*	Total		
H.C.N.	Other fumigant (State Method)					
1	2	3	4	5	6	
...	...	5	...	5	194	199

*state poisons used and number of Certificates issued after each poison.

On 1st June, 1971, the charges made for the issue of Deratting Exemption Certificates and Deratting Certificates were increased by basing the charge on gross instead of net registered tonnage thus doubling or trebling the original cost.

Anomalies are created, mainly in the 3,000—10,000 ton class, in which the charge for the inspection of a collier has trebled, while that for a deep sea vessel of three times the size has doubled, the charge for each being the same.

Prevention of Damage by Pests Act, 1949.**Prevention of Damage by Pests (Application to Shipping) Orders, 1951—1956.**

Vessels for which these certificates were issued in the past were mostly colliers engaged in carrying coal to gas works and power stations in the south of England. During 1971, considerable quantities of coal have been imported from America and Australia, being brought in bulk carriers to Continental ports and transhipped in British colliers to consumers in this country. These colliers, originally purely coasting vessels, by reason of trading to foreign ports, now require to be issued with Deratting Exemption Certificates under the Public Health (Ships) Regulations, 1970.

The number of Rodent Control Certificates issued in 1971 therefore dropped to 3, issued to 2 small coastal tankers, and as long as the importation of foreign coal takes place, this pattern will continue.

SECTION XIII—INSPECTION OF SHIPS FOR NUISANCES.

TABLE G.

INSPECTIONS AND NOTICES

Nature and Number of Inspections.	Notices served.		Result of Serving Notices.
	Statutory Notices	Other Notices	
Original 2,706	87	104 complied with
Revisits 90			
Total 2,796	87	104 complied with

CLASSIFICATION OF NUISANCES

Nationality of Vessels.	Number inspected during the year.	Defects of original construction	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
British	1,505	...	29	69
Other Nations ...	1,201	...	...	5

DEFECTS.

The pattern of defects found to exist on ships varies little from year to year. Cockroach infestation is still fairly common and, in spite of repeated treatments and preventative measures, eradication is difficult to achieve.

Quite a large number of defects was found to exist in the catering departments of ships; most can be rectified without major alterations and it is usually found that the co-operation of shipping companies through their masters and superintendents is readily given.

The total number of vessels inspected during 1971 :—

Steam	456	
Motor	2,250	
		<hr/>
		2,706
		<hr/>

The number of vessels on which defects were found :—

British —Steam	15	
Motor	66	
Fishing vessels	1	
	<hr/>	82
Foreign—Steam	—	
Motor	5	
	<hr/>	5
		<hr/>
		87
		<hr/>

The number of vessels on which defects were remedied :—

British —Steam	22	
Motor	73	
Fishing vessels	1	
	<hr/>	96
Foreign—Steam	1	
Motor	7	
	<hr/>	8
		<hr/>
		104
		<hr/>

Defects of Vessels include the following :—

		Defects	Remedied
Accommodation	Dirty	1	2
	Neglected Paintwork	1	—
	Insect Pests	25	29
W.C.'s	Dirty	2	3
	Defective	1	1
	Defective Flush	3	5
Washrooms	Dirty	2	2
Galleys	Dirty	2	4
	Insect Pests	30	34
Pantries	Dirty	1	1
	Insect Pests	24	27
Provision Storerooms ...	Dirty	—	1
	Insect Pests	8	9
Defects of	Ports	1	1
	Bulkheads	5	5
	Floors	19	24
	Tables	6	11
	Drainage	8	9
	Service Pipes	—	1
	Galley Fittings	13	17
	Pantry Fittings	1	4
	Waste Pipes	—	1
Fresh Water Supply	Contaminated	3	2
Crews' Spaces	Misappropriation	—	1
Cargo Spaces	Verminous	4	4
Excessive Smoke Emissions		19	19
		<hr/> 179 <hr/>	<hr/> 209 <hr/>

SECTION XIV—PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 AND 1948.

There are no shell fish beds within the jurisdiction of the Tyne Port Health Authority.

SECTION XV—MEDICAL INSPECTION OF ALIENS

The Medical Inspectors of Aliens holding warrents of appointment at 31st December, 1971, were as follows :—

Dr. T. C. Falconer, Port Medical Officer.

South Shields—

Dr. J. O'Leary, Deputy Port Medical Officer.

Dr. T. Lyons.

Dr. D. Fairbairn.

Newcastle upon Tyne—

Dr. E. J. Carmichael.

Dr. A. L. M. Graham.

Dr. D. Field.

Other Staff.

Mrs. V. Moat, S.R.N.

Organisation of Work.

Most of the work of medical inspection and examination of aliens arises in connection with the Norwegian and Danish passenger vessels and is carried out by the Port Medical Officer who attends disembarkations at Tyne Commission Quay, North Shields at 07.00 hrs. and further arrivals during the morning, or later at week-ends. There are additional mid-morning arrivals during the summer season. Drs. O'Leary, Lyons and Fairbairn, who are partners in general practice carry out relieving duties as required. Drs. Carmichael, Graham and Field are no longer required to attend disembarkations at Newcastle from Denmark, since this service was transferred to North Shields and is dealt with by the Port Medical Officer; these doctors have, however, retained their warrants of appointment for the time being in the event of their services being required occasionally at Newcastle.

Nature and amount of Aliens Traffic.**MEDICAL EXAMINATION OF ALIENS****Aliens Order, 1953.**

during the year ended 31st December, 1971.

1. Number of ships arriving carrying passengers 528
2. Number of ships arriving carrying alien passengers 488
3. Total number of arriving aliens (excluding crews)28,599
4. Total number of aliens medically examined 159
5. Reports and certificates for aliens medically examined :—

Nature of report or certificate	Total number of reports and certificates issued	Aliens not permitted to land
A Unsound mind or mentally defective
B (1) Undesirable for medical reasons
(a) Inability to support
B (2) (b) Likely to require medical treatment
(c) Inability to support and likely to require medical treatment.
C Conditionally landed for further medical examination
Totals	0	0

Accommodation for Medical Inspection and Examination.

Passengers from the large roll-on, roll-off vessels, m.s. "Jupiter" and m.s. "Venus". continue to use the excellent facilities of the passenger terminal building, opened in 1966, which includes a well equipped medical department: It was intended that passengers from the traditional, conventional type vessels such as the "Leda", "Prinsessen" and "Braemar" should be transferred by bus to the new terminal for passport and customs examination. However, the immigration authorities have insisted that passport control should be done on board before passengers are transferred by bus to the terminal for customs clearance. This has proved to be a much less satisfactory arrangement requiring medical examinations to be conducted on board without the advantage of the excellent medical facilities in the terminal; when the vessels are heavily booked and several hundred passengers are queuing up for passport control, difficulties have arisen in the movement of passengers referred by immigration officers for medical examination.

COMMONWEALTH IMMIGRANTS ACTS, 1962 and 1968.

Medical Examination of Commonwealth Immigrants.

The arrangements regarding the arrival of vessels carrying Commonwealth Immigrants are similar to those in operation in respect of aliens, and all the Medical Inspectors hold warrants of appointment as Medical Inspectors of Aliens and Commonwealth Immigrants.

MEDICAL EXAMINATIONS.

during the twelve months ending 31st December, 1971.

1. Total number of arriving Commonwealth citizens
subject to control under the Act2,483
2. Total number of Commonwealth citizens medically examined ... —
3. Reports and Certificates for Commonwealth citizens medically
examined :—

Nature of report or certificate	Number of reports or certificates issued	Number of Commonwealth citizens refused entry
A Suffering from mental disorder	...	...
B (1) Undesirable for medical reasons	...	...
B (2) Likely to require major medical treatment	...	...
Totals	0	0

SECTION XVI—MISCELLANEOUS.

(1)

BURIAL OF PERSONS DYING FROM INFECTIOUS DISEASE

The arrangements for the burial on shore of persons who have died on board ship from infectious disease may include disinfection and removal to mortuary prior to interment. In the case of death from a disease subject to the International Health Regulations, cremation would be recommended.

(2)

FOOD INSPECTION.

THE IMPORTED FOOD REGULATIONS, 1968

(a) **Food Inspection**

Imported food arrives regularly from Norway, Denmark, Deep Sea Fishing Grounds, and also from Sweden, Germany and other countries. Daily inspections of food are carried out, informal samples of all commodities being taken from time to time; the results of the examinations carried out on these samples have been highly satisfactory.

The principle imports are bacon, butter, fish, poultry, dairy produce, and many miscellaneous items. The roll-on, roll-off service between the Tyne and Denmark has accounted for over 80,000 tons of food during the year, an increase of 23% over the previous year.

This food is not destined to inland container depots, but to private firms throughout the United Kingdom, and almost every item leaves the port area fully cleared by this Authority and H.M. Customs, the only exceptions being frozen meat, casings, and similar commodities which cannot be adequately inspected on import, as the requisite hygienic facilities do not exist. Regulation 5 (3) of the Imported Food Regulations is then implemented, and the local authorities of the areas to which the food is destined are notified by telephone and confirmatory notice of the pending arrival of such food.

The following tables show the types and quantities of foodstuffs imported at the Tyne, and coming under the jurisdiction of the Authority.

**PORT OF TYNE AUTHORITY QUAY,
NORTH SHIELDS.**

NORWAY.

	Metric tons		Metric tons
Casings	142	Butter	115
Offal	170	Margarine	27
Canned meats	1	Cheese	3149
Reindeer meat	1	Eggs	124
Meat	4	Crispbread	2
Fish	5583	Provisions	31
Canned fish	265	Bilberries	11
Stockfish	14	Beer	62
Herring	1	Canned goods	11
Herring meal	364	Cheese spread	2

DENMARK.

	Metric tons		Metric tons
Butter	21378	Peanut flakes	6
Cheese	4431	Pepsin	1
Cream	430	Mushrooms	1
Eggs	213	Medicine	1
Biscuits	8	Containerised bacon	29154
Confectionery	29	Baled bacon	270
Custard powder	9	Sliced bacon	355
Marzipan	98	Canned meats	13208
Cheese spread	1	Salami	14
Sweetened butter fat	1	Edible rinds	75
Ships stores	54	Offal	336
Frozen pastry	32	Meat	117
Emulsifiers	8	Blood meal	292
Custard ingredients	61	Pork back fat	39
Beer	5187	Poultry	1826
Liqueurs	68	Fish	1811
Squash	180	Trout	85
Wine	11	Prawns	14
Apples	20	Tinned mussels	66
Cooked potatoes	12	Cod roe	1
Cheese wax	3	Herring meal	173
Rye bread	1	Caviar	1
Egg albumen	1		

SWEDEN.

	Metric tons		Metric tons
Meat	281	Edible rinds	49
Offal	68	Pork back fat	15

GERMANY.

	Metric tons		Metric tons
Meat	27	Canned meats	22

PORT OF TYNE AUTHORITY,**ALBERT EDWARD DOCK.****DEEP SEA FISHING GROUNDS.**

	Metric tons		Metric tons
Fish	2977	Liver oil	19
Fish meal	823		

NORWAY.

	Metric tons
Fish	43

JOSEPH RANK & CO. LTD.,**BALTIC FLOUR MILLS, GATESHEAD.****Wheat**

	Metric tons
Australian	14573
Canadian	19600
English	5714
South American	8040
American	25055
Russian	6679
Swedish	1913

Maize

	Metric tons
French	2670
American	4344

Barley

Canadian	1503
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CO-OPERATIVE WHOLESALE SOCIETY LTD.,**DUNSTON FLOUR MILLS.****Wheat**

	Metric tons
American	6925
Australian	3378
Russian	1619
French	783
Canadian	4051
Danish	701

Maize

	Metric tons
French	5801
American	7864

Condemned Food

Various small quantities of food were condemned during the year, mainly because of external contamination. In November however, the Danish container vessel encountered very heavy weather in the North Sea, resulting in a number of containers and palletised flats breaking loose on board. On arrival it was found that about 6,000 cartons of canned goods had burst open, and the contents were scattered throughout the ship's two decks. For more than two weeks the staff were engaged in carrying out an individual inspection of over 250,000 tins of meat, sausage and cream; 2,000 tins were condemned and disposed of by deep burial at the Tynemouth Corporation Tip.

The condemned items for the year were:—

Pork luncheon meat.....	112 Kilograms
Pork in natural juice	10 Kilograms
Hot dog sausages	98 Kilograms
Kjøttkaker	15 Kilograms
Pork shoulder picnic	10 Kilograms
Cream	33 Kilograms
Cheese	150 Kilograms
Butter	5 Kilograms
Chopped ham with pork	174 Kilograms
Bacon grill	3 Kilograms
Chopped pork	577 Kilograms

making a total of 1.187 metric tons.

(b) The Imported Food Regulations, 1968

The power given to port health authorities to permit imported food to be inspected at final destination has proved to be useful. Although a percentage inspection of the majority of imported foods, is carried out, it is not always feasible to inspect every consignment. In the case of containerised meat, the containers are opened and a check made of the official certificates on all carcasses or packages which can be seen, and the temperature and general condition of the container noted. If inspection is not practicable a guarantee that the container will remain sealed and locked until it reaches the final destination is given by the importer, and the container is allowed to proceed to its destination, the local authority of the district being notified by telephone and confirmatory notice.

Containerised Danish bacon is imported for distribution to the northern half of England and the whole of Scotland. A refrigerated inspection bay is provided into which the racks of bacon can be drawn and inspected; a percentage of containers from each cargo is opened in this manner, and all official certificates are noted together with the temperature and external condition of the container.

As bacon is a regular import, being delivered to the same firms once or twice every week, the local authorities in the areas of reception have been notified of the system of inspection and clearance operating at this port, thus avoiding the need to notify the movement of individual containers for inspection inland. Bacon containers leave the port immediately following discharge, and staff are in attendance on the arrival of the vessel thus facilitating the speedy movement. Other classes of cargo such as butter, lard, canned meat, cream, etc., are normally removed from the port during the following days.

(c) **Official Certificates**

The total amount of food imported during the year and requiring an official certificate on import was:—

45,023 metric tons.

It consisted of meat, reindeer meat, dried and cured meats, canned meat, casings, edible rinds, bacon, kidneys, livers, melts, sausages, salami, liver paste, lard, pork back fat and blood albumen.

These commodities were, with a few exceptions, found to bear official certificates and to be fit for human consumption. A small consignment of salami sausage destined for the Norway Food Centre in London, did not bear an official certificate. Contact was made with the manager of the Centre and the Ministry of Agriculture; on receipt of a written assurance that the salami was for the sole consumption of the Centre's staff, it was released.

Nearly 1,000 cartons of kidneys and spleens arrived from Denmark bearing a veterinary stamp but no official certificate; a consignment of canned meat from the same country was also found to bear veterinary certificates instead of official certificates under the Imported Food Regulations. In both cases the Chief Veterinarian in Copenhagen was contacted through the Ministry of Agriculture and the Danish Embassy, and an assurance received that both consignments had been inspected and passed by a competent officer who had inadvertently affixed an incorrect certificate to them. This assurance was accepted and the goods released, the local authorities at their destinations being notified of the circumstances.

The number of circulars issued relating to amendments to official certificates and establishment numbers continue to be received at the rate of about 80 per year. While the system of issuing new consolidated lists at each amendment is to be commended, a great deal of time could be saved if in the same amending circular the additions and deletions to the revoked list were indicated, as it is not uncommon to find that after having carefully checked some hundreds of establishment numbers, only one alteration has been made.

With further reference to these circulars, it appears that many shore authorities who receive regular deliveries of imported meat do not have the circulars. Many requests have been received for assistance in indentifying official certificates and establishment numbers, and this Authority regularly gives information of changes made to a neighbouring shore authority.

(d) **Sampling**

The total number of samples taken during the year was 100, 95 of which were submitted to the Public Analyst for examination regarding compositional standards, prohibited additives and colouring matters, etc. 5 samples were submitted to the Public Health Laboratory for bacteriological examination.

All commodities sampled were found to be genuine, free from adulterants, prohibited colouring matter and other additives.

The following commodities were sampled :—

- 9 Chopped ham with pork ;
- 3 Pork luncheon meat ;
- 3 Lunch tongues ;
- 3 Gaffelbiter in wine sauce ;
- 2 Sild in edible sauce ;
- 1 Mackerel in tomato sauce ;
- 1 Sweet fat ;
- 2 Lard ;
- 4 Luncheon meat ;
- 5 Chopped pork and tongue ;
- 2 Pork in natural juice ;
- 1 Blueberry dessert ;
- 1 Leek soup block ;
- 3 Fish balls ;
- 6 Hot dog sausages ;
- 4 Pork shoulder picnic ;
- 1 Sjøkolade pudding ;
- 2 Deep sea fish soup ;
- 1 Brown sauce block ;
- 3 Danish cream ;
- 2 Pure cream ;
- 2 Butter ;
- 1 Pâté de foie ;
- 2 Risotto ;
- 1 Flat bread ;
- 2 Apricot compote ;
- 1 Spiced cabbage ;
- 1 Mixed fruit syrup ;
- 1 Ravioli ;
- 1 Cured picnic pork ;
- 1 Party sausages in brine ;
- 2 Sterilised cream ;
- 1 Danish ham ;
- 1 Skinless cod roe ;
- 1 Liver Pâté ;
- 1 Bread crumbs ;
- 1 Prawn mayonnaise ;
- 1 New potatoes ;
- 1 Bacon grill ;
- 2 Pasteurised cheese spread and shrimp ;
- 1 Pasteurised cheese spread and mushroom ;
- 1 Danish lean cooked ham ;
- 1 Dressed crab ;
- 1 Brisling in tomato and edible oil ;
- 1 Cranberry sauce ;
- 1 Matfett (cocoanut fat) ;
- 2 Margarine ;
- 1 Mackerel fillets in edible oil ;
- 1 Rieber Shrimp Bisque mix ;
- 1 Marzipan chocolate ;
- 1 Spinach soup block ;
- 1 Egg albumen
- 1 Fresh prawns
- 3 Frozen prawns

} Public Health Laboratory.

(e) **Crews' Provisions**

The disposal of crews' provisions after their rejection by the Department of Trade food inspectors as "unfit for British Crews" has continued to be supervised. This supervision is carried out as the result of a local arrangement with the other departments having an interest in such commodities, i.e. the Department of Trade and Industry, Her Majesty's Customs, Waterguard and Landing Officers, and the Ministry of Agriculture, Fisheries and Food.

Many of the items rejected by the Department of Trade food inspectorate are not unfit for human consumption but are below the standards set by the Department. Commodities rejected purely on grade may be perfectly sound and saleable to the public in the United Kingdom after inspection has been carried out by the authority's inspectors.

The final decision in the case of meat, meat products and poultry rests with the Animal Health Division of the Ministry of Agriculture, Fisheries and Food whose regulations govern the admissability or otherwise of such commodities from all countries. Whatever the final destination of such food may be, it may only be landed under a licence issued by the Ministry, and strict precautions must be taken by those responsible for transport, storage, or destruction.

During the past year, crews' provisions dealt with consisted of various meats, flour, rice, breakfast cereals, preserves, milk, vegetables, offal, and an assortment of bottled and canned goods. The quantities of these commodities and the action taken are shown below.

	Metric tons
Incinerated	4.644
Buried at various tips	1.921
	<hr/>
	6.565
	<hr/>

A number of consignments were also put under Customs Bond pending return to the ship.

(f) **Disposal of ship's waste and Condemned Food**

The Authority does not possess facilities for the disposal of waste matter and food from ships, and relies on the co-operation of the Riparian Authorities in this direction, and this is willingly given, dependent on their own commitments at the time. But as the Ministry of Agriculture Fisheries and Food insist that meat and poultry be destroyed by incineration, according to the provisions of the Importation of Carcasses and Animal Products Orders, the shortage of incineration capacity in the area has caused frequent delays in destruction taking place.

As large new incinerators are now being built on both sides of the river, it is to be expected that in the future such difficulties will to a large extent be overcome. Nevertheless, it is suggested that when the new Metropolitan County comes into being in 1974, it be made clear that a responsibility does exist to deal with waste matter emanating from ships in the river.

(g) Food Hygiene (Docks, Carriers, etc.) Regulations, 1960

For some months, food imported from Denmark was handled and stored in temporary accommodation which was not suitable for the handling of open food. Constant supervision was exercised over the general standards of hygiene, and it was only with difficulty that a reasonable standard was maintained.

As the volume of cargo arriving from Denmark was increasing, it was found necessary to increase the amount of space available by the provision of a lorry park, a larger container park, and a new transit shed.

The company who act as agents for the Danish trade had already been acquainted of the facilities and conditions required by the regulations, but in view of the construction of a new shed taking place, it was felt advisable that the requirements of the Authority be made perfectly clear, with regard to the handling of all food, whether open or not, in this shed. A statutory notice was therefore served upon the company giving these requirements, a copy being sent to the Port of Tyne Authority who were responsible for the building of the shed.

A meeting of all concerned, shipping agents, Port of Tyne Authority, H.M. Customs and Excise and Tyne Port Health Authority, was held, and it was then stated that the plans for the new shed had been drawn, passed and costed, and that the Port of Tyne Authority had agreed to this cost. To erect a partition from floor to roof in this shed as requested, in order to provide a separate section for the handling of open food was apparently an expensive matter, and the Port of Tyne Authority therefore put forward an alternative—the use of a disused car examination shed, with office and toilet accommodation.

The door headroom of this shed was only 7' 6", insufficient to permit the entry of container or vehicle; it was therefore agreed that a canopy be built outside the door of the shed, of sufficient height and width that a container or lorry could be reversed underneath it and the rear door opened into the shed, thus providing reasonably clean conditions under which to handle open food. The Authority agreed to accept this shed as a compromise, and after construction of the canopy and a thorough cleansing of the premises, it was brought into use in August.

The new transit shed was brought into use at about the same time and is used for the handling and storage of non-edible goods and wrapped foods; only minor difficulties have been experienced regarding hygiene, and these have been resolved by personal contact with those concerned.

FOOD HYCIENE (GENERAL) REGULATIONS, 1970

These regulations revoke similar regulations issued in 1960, and do not, so far as the Port Health Authority is concerned, have any effect on the standards which were enforced by the revoked regulations on the three small passenger vessels trading on the river in the summer months.

A limited amount of catering is done on these vessels, no open food being served. Regular visits are made to them, and generally satisfactory standards are maintained on these, the only "home-going" ships on the Tyne.

THE MEAT (STERILISATION) REGULATIONS, 1969

These regulations apply to the importation of meat and offal intended for use as animal food, consisting mainly of lungs, tracheas, spleens, and rinds. Strict control is exercised over the importation of such commodities which must have a T.A.Y. licence (the responsibility of H.M. Customs) and must conform to regulations made under the Disease of Animals Act (also administered by H.M. Customs on behalf of the Ministry of Agriculture, Fisheries and Food), before importation can be considered.

These conditions having been fulfilled, the port health inspector must satisfy himself that, if the meat or offal is not sterilised, each individual piece or package bears a label stating that it is not intended for human consumption, and that the vehicle must be capable of being closed and locked, and the destination must be known. Usually such food is destined to an approved processor, but small amounts may be imported for diagnostic and pharmaceutical purposes, in addition to being used at zoos, mink farms and trout hatcheries.

The amount of meat and offal for animal feeding imported through the Tyne in the past year was :—

From Denmark 237.491 metric tons

From Sweden 26.312 metric tons

the total amount represents only 5% of the previous year's imports.

Little difficulty was experienced during the year, T.A.Y. licences, veterinary certificates and labelling being in order, and only on a few occasions was external labelling of vehicles lacking. Labels were supplied and all doors sealed with the Authority's seal prior to the vehicles leaving the port area.

(3)

CLEAN AIR ACT, 1956.

DARK SMOKE (PERMITTED PERIODS) (VESSELS) REGULATIONS 1958.

During the year 231 timed observations were made on various types of vessels, and on 19 occasions it was found necessary to contact masters or chief engineers in connection with contravening emissions. The majority of these excessive emissions were from vessels undergoing repairs at the numerous yards on the Tyne and lighting up from cold, using mechanism which had been overhauled or renewed. It is impossible to adjust fans, etc., without emitting some smoke, and very good co-operation is received in keeping these emissions to a minimum. Contravening emissions from vessels under way are very few in number, and are stopped immediately at the request of an officer of the Authority.

From time to time, complaints are received from shore authorities and private individuals of lengthy emissions from river craft operating in the river; but as these vessels are dredgers, buoy lifters and floating cranes carrying out the operation for which they were constructed while not under way, no action can be taken, even although the volume of smoke emitted is much in excess of that permitted on shore, and could drift into a smokeless zone.

(4) RADIOACTIVE MATERIAL.

The stowage, marking, handling and other precautions required for the safe transport of radioactive materials are governed by regulations in accordance with the recommendations of the International Atomic Energy Agency. Radioactive materials have been imported from Norway in recent years but there were no such imports during 1971.

(5) LAUNCHES.

The launch "Surveillant", built in 1966, continues to give satisfactory service and, on annual survey, the hull, superstructure and engine were all found to be in good condition.

As indicated in my previous annual report the launch "Hygeia", built in 1938 had now almost reached the end of her useful life and a replacement vessel, retaining the same appropriate name, is now under construction at the yard of Robson's Boatbuilders, South Shields; delivery is expected in June, 1972. This new launch, although of the same overall length of 40 feet, will be broader in the beam and will have a different lay-out with cabin forward and the engine-room aft. A number of other useful improvement, including hydraulic steering will be incorporated.

(6) BOUNDARIES OF THE TYNE PORT HEALTH AUTHORITY.

The boundaries of the Tyne Port Health Authority extend from Newburn on the north bank of the river and Blaydon on the south bank, proceeding eastwards to take in all the riparian borders of the constituent authorities to where the river enters the North Sea between the piers of North Shields and South Shields. This navigable portion of the river extends for almost twenty miles.

These boundaries coincide with those of H.M. Customs and the Port of Tyne Authority as defined in The Customs and Exise, The Appointment of the Port of Tyne Order, 1970 and the Port of Tyne Reorganisation Scheme 1967 Confirmation Order.

The river is spanned by the Tyne Bridge which carries the Great North Road from Gateshead to Newcastle and there are, in addition, road and rail bridges further up river. There are no bridges across the remaining eleven miles of the downward reaches of the river which are served by a passenger ferry between Hebburn and Wallsend; the ferry carrying passengers and vehicles between North Shields and South Shields has been replaced by a smaller modern vessel carrying passengers only. Between Jarrow and Wallsend there are tunnels under the river for pedestrians and cyclists and an adjacent vehicular tunnel, which came into service in the autumn of 1967, provides excellent cross river communications connecting with fast modern road systems on both sides of the river.

**(7) THE ASSOCIATION OF SEA AND AIR PORT
HEALTH AUTHORITIES OF THE BRITISH ISLES.**

The Tyne Port Health Authority is a member of the Association and is represented by the Chairman and the Port Medical Officer at the Annual Conference which is normally held in the district of one of the constituent authorities. The 1971 conference was held in Southwark, amongst the subjects discussed, following the presentation of papers, were Marine Pollution, Public Health (Ships) Regulations 1970, Imported Food, Living and Working Conditions on Board Ship, Health Problems of Package Air Travel, Food Standards, Additives and Contaminants.

The Port Medical Officer is privileged to be a member of the Medical and General Committees of the Association and attends the meetings of these committees in London where a wide variety of subjects regarding port health control is discussed. The membership of these committees includes the Port Medical Officers of all the major ports and also officials from government departments. A most valuable opportunity is thus afforded, to discuss problems of mutual interest and concern.

(8) DANGEROUS DRUGS

During the year seven certificates authorising the purchase of scheduled Dangerous Drugs were issued under the Dangerous Drugs (No. 2) Regulations, 1964, Regulation 13 (2) of which states :—

- (a) The master of a foreign ship which is in a port in Great Britain shall be authorised to procure such quantity of drugs and preparations as may be certified by the Medical Officer of Health of the Port Health Authority within whose jurisdiction the ship is or, in his absence, by the assistant medical officer of health, to be necessary for the equipment of the ship until it reaches its home port.
- (b) A person who supplies a drug or preparation in accordance with a certificate given under this paragraph shall retain the certificate and mark it with the date on which the drug or preparation was supplied and keep it on his premises so as to be at all times available for inspection.

(9) MERCHANT NAVY WELFARE BOARD.

The Port Medical Officer is a member of the local Port Welfare Committee which affords him further opportunity for useful liaison with representatives of such organisations as the Shipping Federation, Department of Trade and Industry, National Union of Seamen, Merchant Navy and Air Line Officers Association and the Consular Corps. Also represented are the various voluntary organisations such as the British Sailors Society, the Apostleship of the Sea and both British and Foreign Missions to Seamen, all of which deserve the greatest possible credit and support for the splendid work which they do amongst seamen and their families ashore.

(10)**EDUCATION.**

Illustrated lectures were again delivered to voluntary and professional societies by the Port Medical Officer who also lectured on first aid to sea-going personnel studying ashore.

The Chief Port Health Inspector gave a series of lectures to pupil public health inspectors as part of the course laid down by the Public Health Inspectors' Examination Board and practical instruction on the river was given to these students individually throughout the year. It was gratifying to note that in the recent final examination held for Public Health Inspectors, these students answered the port questions in the papers, and gained an average mark of 70% for their answers. The Authority is thus able to make a valuable contribution in the educational field, although it would be impracticable to employ a pupil inspector because of the limited scope of specialised experience which could be offered.

(11)**PORT FACILITIES.**

The Port of Tyne is included among the ten major ports in the United Kingdom. The Tyne is the principal harbour of refuge between the Humber and the Forth, protection in all weather being afforded by the substantial piers at the entrance of the river. As a major seaport, the Port of Tyne offers the following wide range of facilities for cargo, passengers, and the building and repair of ships of all sizes.

(a) Port of Tyne Authority

The Authority consists of fifteen members, appointed by the Ministry of Transport, five of which are nominated by local authorities, five by commercial interests, two represent organised labour and three are independent members. A vigorous policy of attracting new trade has been pursued and, in addition to the introduction of a highly successful roll-on roll-off service to Denmark, a similar service to Norway will soon begin. There are plans to reclaim and develop the 150 acre mud flat known as Jarrow Slake two miles from the harbour entrance.

The Authority also provides a VHF Radio Port Operations and Information Service for the use of vessels, agents and others involved in the working of the port.

(b) Passenger Services

There are regular services throughout the year for passengers and cars between North Shields and Norway. The roll-on car ferry service to Bergen inaugurated in 1966 by the m.v. "Jupiter" was augmented in 1970 with the addition of a sister-ship "Venus". Palletised cargo can be handled by fork-lift truck via the stern and side doors of these vessels.

The thrice weekly summer service for passengers and cars to Esbjerg again proved highly successful; the service was operated by m.s. "Prinsessen" from North Shields.

(c) **General Cargo Facilities**

The extensive facilities include a roll-on container service for the import of Danish bacon and butter from Esbjerg to North Shields for immediate distribution to Scotland and Northern England; this proved so successful that greatly increased shed and parking facilities have been constructed.

In addition to the quays of the Port of Tyne Authority there are numerous private wharves owned and operated by commercial undertakings. Shipments of coal, for which the Tyne has so long been famed, are from special wharves known as "staithes". These are owned by the Port of Tyne Authority, the National Coal Board and British Railways.

The grain trade is handled by three large mills, each with berthing and discharge facilities. The Co-operative Wholesale Society plant at Dunston has a capacity of 20,000 tons. Joseph Rank's mill at Gateshead has a silo capacity of 22,000 tons, and that of Spillers of Newcastle, 34,000 tons.

There are two large modern oil terminals belonging to Shell and B.P. Oil Companies, at Jarrow and Esso Petroleum Company at Howdon and an oil terminal owned by Velva Liquids Ltd., at Lawe Oil Wharf, South Shields, which has been greatly extended.

The Iron Ore Quay at Tyne Dock is capable of handling large vessels with cargoes of up to 40,000 tons of iron ore; during the year 1 million tons were imported.

There are modern and sophisticated facilities for the mechanised unloading, handling and storage of timber at Tyne Dock and Albert Edward Dock.

(d) **Shipbuilding and Ship Repairing**

The River Tyne is justly famed for its marine engineering industry. Shipbuilding is now carried on by a consortium of firms, with 27 berths on the river; vessels of over 100,000 tons and tankers of 250,000 tons have been constructed. There are ship repairing facilities for all sizes of ships not only alongside quays, and on slipways, but within no less than 31 docks.

Tyne shipbuilding order books include a further 250,000 ton tanker, large cargo ships, various specialised vessels and one large passenger liner.

(12)

RIVER POLLUTION.

The responsibility of dealing with this long-standing problem rests with the Tyneside Joint Sewerage Board which was constituted in 1966. The Board submitted plans, for Ministry approval, in November 1968 for a purification scheme with works at Howdon, Wallsend, for primary treatment only in the first instance and final discharge at sea off St. Mary's Island, Whitley Bay. This first stage of the scheme, includes works for complete treatment at Dunston and a syphon under the river conveying untreated sewage from the south bank of the river across for treatment at Howdon on the north bank.

(13) MEDICAL ASSISTANCE AND TREATMENT.

Although the statutory duties of the Port Medical Officer include concern with infectious disease, he is more frequently called upon, at any hour of the day or night, to deal with all kinds of medical emergencies, including accidents, in addition to other illnesses of a non-infectious nature. When messages are received from shipping agents or by cable or radio regarding illness or accident on board inward bound vessels, arrangements are made for the patient to be seen on arrival and, if necessary, ambulance transport and admission to hospital are arranged in advance.

A most valuable and useful liaison is maintained with the Medical Officers of the Shipping Federation who normally undertake the treatment of seamen suffering from illness arising on board a vessel after arrival and after clearance under the appropriate port health regulations. Such treatment may also be carried out by general practitioners either engaged by the shipping agent or under the National Health Service.

The Port Medical Officer and members of the staff deal with a wide variety of requests for information and advice from shipping companies and agents and also from private individuals regarding maritime medical and quarantine matters and vaccination for international travel.

(14) PORT HEALTH CONTROL. GENERAL WORKING ARRANGEMENTS.

The daily practical work of Port Health Control is carried out from the Port Health Offices at Mill Dam, South Shields. These offices provide satisfactory accommodation for the Port Medical Officer, the Chief Port Health Inspector, and inspectorial and clerical staff; they are situated on the south bank of the river, approximately two miles from where the river enters the sea, and are a convenient base from which to cover the lower and middle districts of the river. The adjacent Mill Dam Quay enables the authority's two launches to berth at all states of the tide, and is within easy access of the launches' moorings at the ferry landing stage, South Shields.

In order to provide suitable facilities for the staff attending the roll-on roll-off terminal for the examination of food, imported from Denmark, a small office, part of the examination shed, has been rented from the Port of Tyne Authority.

In the upper reaches of the river, boarding of vessels is generally direct from the quayside and, as there are good river crossing facilities by road bridge, transport throughout this district is mostly by car, the services of a launch being available as required.

The Clerk of the Authority, who is a solicitor, acting in a part time capacity, has an office at Norwich Union House, Newcastle, where administrative and financial matters are dealt with, and where the bi-monthly meetings of the Authority are held.

A close and most useful liaison exists between the officers of the Port Health Authority and those of the H.M. Customs and Excise. This ensures the speedy clearance of incoming vessels; delays are usually due to the failure of masters or agents to give advance warning, as required by regulation, of sickness on board a vessel and of the estimated time of arrival. Emergencies occurring outside office hours are usually of a medical nature and are the concern of the Port Medical Officer rather than the inspectorial staff.

